(c) if so, the details of agreement and its likely impact on Indian food processing industry?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI K.P. SINGH DEO): (a) Under Indo-US Commercial Alliance, Indian and U.S. companies have expressed intent of greater collaboration with each other.

(b) Yes, Sir.

(c) While Government have not made any specific agreement with any foreign food company, the approvals for foreign investments that have been granted are within the policy framework of foreign investment of the country. These foreign investments are expected to bring in attendant benefits of technology, management, employment generation, market expansion and exports.

नई जहाजरानी और परिवहन नीति

232. **श्री चिमनभाई हरिभाई शुक्ल:** क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार के पास नई जहाजरानी तथा परिवहन नीति शुरु करने का कोई प्रस्ताव विचाराधीन है;

(ख) यदि हां, तो कब तक नई नीतियों की घोषणा किए जाने तथा लागू किए जाने की संभावना है; और

(ग) उक्त नीतियों की मुख्य बातें क्या है?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री एम० राजशेखर मूर्ति): (क) से (ग) सरकार ने भारतीय राष्ट्रीय जहाज मालिक संघ द्वारा नौवहन नीति की रूपरेखा के संबंध में उठाए गए विभिन्न पहलुओं की जांच करने तथा अपनी सिफारिशें देने के लिए राष्ट्रीय नौवहन बोर्ड के तत्वावधान में सितम्बर, 1995 में एक समिति का गठन किया है। समिति के विचारार्थ विषय निम्नलिखित हैं:—

(i) लाइनर, कन्टेनर, बहुविधि, शुष्क बल्क, आर्द्र बल्क, तटीय एवं अपतटीय आदि जैसे विभिन्न क्षेत्रों में राष्ट्रीय बेड़े के आधुनिकीकरण/विस्तार के लिए किए जाने वाले उपाय,

(ii) अगले 5 से 10 वर्षों के लिए नियत किए जाने वाले टनभार लक्ष्य की प्रायोजना,

(iii) राष्ट्रीय बेड़े की कारगर तैनाती में मदद करने के लिए पत्तनों एवं जहाज-मरम्मत सुविधाओं जैसे अवसंरचना आधार को सुदृढ़ करने की आवश्यकता,

(iv) कार्गो आधार,

(v) मानव संसाधन विकास,

(vi) वित्तीय प्रोत्साहन,

(vii) कोई अन्य महत्वपूर्ण विषय।

यह समिति अपनी रिपोर्ट 6 महीने के अन्दर प्रस्तुत करेगी।

राष्ट्रीय परिवहन समन्वय समिति के गठन पर योजना आयोग और वित्त मंत्रालय के साथ परामर्श करके विचार किया जा रहा है।

Recommendations of the Committee on deep sea fishing policy

233. SHRI GHUFRAN AZAM:
SHRI RAMDAS AGARWAL:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Murari Committee constituted by Government to look into the deep sea fishing policy has made recommendations for cancellation of existing deep sea fishing licences;

(b) if so, the details thereof;

(c) whether Government propose to implement the recommendations of the committee in toto; and

(d) if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI K.P. SINGH DEO): (a) The Review Committee has recommended that all permits issued for fishing by joint venture/charter/lease/test fishing should immediately be cancelled subject to legal processes as may be required.

(b) The recommendations of the committee are given in the enclosed statement (see below)

(c) and (d) Action has been initiated at inter-Ministerial level to examine the recommendations of the Committee.

Statement

Recommendations of the Review on Deep Seq Fishing Policy

1. All permits issued for fishing by joint venture/charter/lease/test fishing should immediately be cancelled subject to legal processes as may be required.

2. No renewal extension or new licenses/permits be issued in future for fishing to joint venture/charter/lease/test fishing vessels.

3. All licences/permits for fishing may be made public documents and copy thereof made available for inspection in the office of the registered authority.

4. The areas already being exploited or which may be exploited in the medium term by fishermen operating traditional craft or mechanised vessels below 20 m size should not be permitted for exploitation by an vessels above 20 m. length expect currently operated Indian vessels which may operate in the current area for only 3 years subject to the recommendations 1 & 7.

5. Since the Indian mechanised boats below 20 m size have the capacity to fish in depths upto about 70-90m; on the West Coast, the distance from the shore represented by 150 m depth line should be out of bounds for all vessels of more than 20 m length except vessels mentioned at para 4. Where the 150 m depth zone is less than 100 nautical miles from the shore, the distance upto 100 nautical miles should be reserved for Indian vessels less than 20 m length. On the east coast, starting from Kanyakumari, Indian vessels below 20m size would have exclusive access upto 100m depth or 50 nautical miles from the shore whichever is farther except relaxation in Para 4. The depth zone would also be defined by coordinates indicating distance from the shore. Distance will be determined by National Hydrographic Office/Coast Guard/ Fishery Survey of India.

6. In regard to Andaman & Nicobar and the Lakshadweep groups of islands, a distance of 50 nautival miles from the shore would be reserved exclusively for Indian Vessels below 20m length with proviso at para 4. Further, if so required, the limit would be defined taking into account the need to keep waters between islands reserved exclusively for Indian vessels, even if some portions fall beyond the limit or 50 nautical miles.

7. In the area open to the vessels above 20m length, resource specific vessels for tuna and tuna like fishes, squides and cuttle fish, deep sea fin-fishes in mid-water or pelagicuregions and oceanic tuna may be allowed for exploitation by tuna long lining, tuna purse seining, squid jigging and mid-water trawling, provided these are defacto Indian owned registered vessels. The Indian owners should account for at least 51% debt as well as equity.

8. The fleet size for different fishing grounds may be fixed taking into account of the maximum sustainable yield and the need for conservation of resources.

9. In order to conserve fishing resources in our waters, to protect

fishermen and to reduce conflicts in the sea, deep sea fishing regulations should be enacted by the 'Parliament after consulting the fishing community.

10. For preventing conflicts between the traditional, small mechanised, larger deep sea vessels strict vigilence to be exercised by the Coast Guard. Go attain this objective the Coast Guard should be strengthened, expanded, upgraded technically with the State-of-the-art system of navigation, surveillance and weaponary and properly tasked to prevent poaching by foreign vesseles. In case Coast Guard is not able to perform the task then by some other agency State or Central, would be identified to ensure that those vessels excluded from specific areas do not violate prohibitions.

11. The Government should take active stops as well as make finances available for upgradation of technological skills and equipment used by the traditional fishermen, for mechanised boats and the Indian deep sea fishing fleet so that each can effectively fish in the areas reserved for it by law or usage. Duty concessions and concessional finance should be made available for both navigational as well as fishing equipment aimed at competence upgradation to the state-of-the-art level to all the three categories with priority to the traditional sector.

12. Traditional and small mechanised sector should be assisted by adequate regular supply of fuel and by providing HSD and kerosene and by providing subsidy taking into account the benefits given to deep sea fishing vessels.

13. All types of marine fisheries should come under one Ministry. The Government should also consider setting up a Fishery Authority of India to function in the manner in which such authorities set up in other countries function and to be responsible for formulation of policies as well as their implementation.

14. The Fishery Survey of India should also be technically upgraded by induction of the modern technology an equipment so that it can identify and map the location of all types of fish, study impact of different technologies and ecological changes. There should be proper coordination and cooperation between the National Remote Sensing Agencies and the Fishery Survey of India for this purpose.

15. The Government should give priority to the creation of the infrastructure needed for preventing wastage of fishery resources which is occurring through throwing away by-catch. This may be achieved by providing a chain of cold storages, ice factories, fish processing facilities, fish meal and feed manufacturing for value addition to the products of fishermen and their cooperatives.

16. Infrastructure facilities such as fishing harbours for the existing and moder upgraded craft along East and West Coast as well as in island groups of Lakshadweep and Andaman & Nicobar Islands may be created on priority basis.

17. Fishermen/fisherwomen and their cooperatives may be provided with financial assistance for upgradation and acquisition of larger vessels for marketing and other related activities.

18. The Government should give priority to training fishermen/fisherwomen in handling new equipment, larger vessels and new fishing techniques besides fish handling and processing aspects.

19. Government should take effective steps to tackle the menace of pollutants/effluents/sewage let out by industries which affects marine life adversely.

20. Government should take a decision on the recommendations of the Committee within a period of six months.

21. The deep sea fishing policy should be revised periodically say every 3—5 years.